

## **Appendix C – Agency Technical Comments from Sound Transit & Washington State Department of Transportation (WSDOT)**

### **1. Comments from Sound Transit**

**Date: April 29, 2013**

**Format: Email Correspondence**

Lei,

Below are comments we have on the Redmond Master Transportation Plan. Please let me know if you have any questions:

Page 43, discussion on Transit: Transit typically operates with three day types. These are weekday, Saturday and Sunday. The description in this paragraph does not specify on which days these frequencies are expected. Is it the City's intention that "high frequency" corridors should have 15-minute headways between 7 a.m. and 6 p.m. every day of the week?

Page 61, Introduction, first paragraph: Does it make sense to include a statement regarding on-street parking that parking privileges in congested areas should be limited to a point where parking does not interfere with the free movement of all traffic? In addition, no mention is made of freight delivery. Does the City recommend that loading and unloading of freight should occur on private property or on side streets?

Page 70, second paragraph: It is good that the plan references not only improving access to transit, but also mentions improving speed of transit. This could allow transit to improve service in Redmond within the existing resources.

Page 71, discussion on Transit Service Families: Suggest matching King County Metro's service time periods. This should work better for Redmond residents in terms of making connections when commuting from outside Redmond. In addition, one of the City's major employers work hours varies from the traditional peak period. Below is a suggested description of the time periods:

Peak:	5 a.m. to 9 a.m. and 3 p.m. to 7 p.m. weekdays
Off peak:	9 a.m. to 3 p.m. weekdays and 5 a.m. to 7 p.m. on weekends and holidays
Night:	7 p.m. to 5 a.m.

Page 72, discussion on First Mile/Last Mile Needs: Would the City be open to car sharing services such as Car2Go or bike sharing services?

Page 77: Sound Transit would like to encourage the City in the proposed project to provide speed and reliability improvements along Redmond Way. Sound Transit staff has worked with City staff on the proposal and look forward to improved speed and reliability between Redmond Transit Center and Bear Creek Park-and-Ride.

Page 78, discussion on new parking in SE Redmond: Should this project proceed, Sound Transit Operations would like to ensure that the City takes advantage of any improvements that provides travel time priority to transit to serve this facility

Page 80, Figure 6: Sound Transit operates a weekend schedule on ST Express 545 Line. The frequencies listed for Saturday should also be reflected for Sunday. Additionally, the time periods listed at the top of the columns do not match the time periods listed on Page 71.

Page 120, SR-520 discussion: Should a bullet be added to the last item that establishes a policy to determine when the HOV lanes on the limited access highways be converted to 24-hour HOV access? Is 24 hour HOV lane needed?

Page 124, General Transit Issues discussion: Could we change "Transit services must:" to "Transit services should:"?

Page 128, Overlake Transit Center discussion: I don't recall any discussion earlier in the document regarding "segments A through D." With no reference, is this needed?

Page 128, Regional Express Bus Service discussion: This paragraph needs to be changed. When East Link is built to Overlake, it is likely that the 566 Line will be restructured so that it ends in Bellevue to reduce duplication with Link light rail. As an alternative, Sound Transit would look at a restructure of ST Express 542 and 545 lines to provide the connections between downtown Redmond and Overlake Transit Center.

Page 129, second paragraph: When discussing tolling, Sound Transit regional bus services are full during the peak periods. The recent implementation of tolls on SR-520 caused a significant increase in ridership stressing the capacities of our service across SR-520 and I-90. To accommodate increased demand if additional tolls or fees are implemented, Sound Transit would suggest that some toll revenue be used to fund additional service.

Page 151, TFP Project 115: Sound Transit supports this project to include a westbound BAT lane on Redmond Way with a signal queue jump at the intersection of Redmond Way and Avondale/Cleveland.

Grammatical Corrections:

Page 29, first paragraph: "Greenlake" should be Green Lake.

Page 33, second paragraph: "City" has an extra c.

Page 64, first paragraph: The text references Figure 3, where I believe it should reference Figure 1.

Page 70, first paragraph: There is an extra comma in this paragraph.

Page 127, first paragraph: The space between "Kirkland" and "and" is on the wrong side of the comma.

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## **2. Comments from WSDOT**

**Date: April 29, 2013**

**Format: Email Correspondence**

**Contact Person: Leah Bolotin, AICP**

Leah Bolotin, a senior planner with WSDOT Urban Planning Office, coordinated review of the proposed TMP document. WSDOT's review focused on 1) the Regional Transportation chapter including descriptions for state routes, e.g., I-90 and SR 520 and 2) the Transportation Demand Management Chapter (Chapter 4-7).

WSDOT's review yielded no comment on the proposed TMP document.